

Safety Alert



MRAP Rollover Fatality OIF SA-021



MND-B recently had a MRAP accident that killed one Soldier and injured three others. This event is a tragic loss of life and combat power. It should serve as a reminder and emphasize the need to wear seatbelts, gunner's restrains, secure loose items, practice rollover and emergency drills; both during the day and at night, and to operate vehicles within the limitations of the equipment and environment.

Accident Synopsis: While on a night mission, vehicle crew fell behind and was hurrying to catch up. As they began a turn to cross the medium the driver overcorrected and lost control of the vehicle. The gunner impacted the turret and was finally ejected from the vehicle and killed. The gunner's restraint system was not installed on this vehicle.

The investigation is ongoing so the exact causation of this accident is not completely known. The items listed below may or may not have contributed to this accident or the death of the Soldier. However, they have been identified in most vehicle accidents.

Safety Points:

- ❖ Maintain speeds appropriate for road conditions.
- ❖ Negotiate slopes utilizing appropriate slope angles for conditions.
- ❖ Due to the height and width of the vehicle (wires, trees, negotiating traffic, buildings and obstacles), will require training and additional situational awareness.
- ❖ Operate the vehicle at slower speeds on narrow / steep roadways. These slower speeds will provide more time during an emergency and cause the emergency to be less violent.
- ❖ Crews sit higher with a different visual perspective than most personnel are used to. Crews must scan in front of the area to be traveled and then know where the vehicle is riding on the surface.
- ❖ Due to the higher center of gravity and weight all turns must be taken slower than in smaller vehicles.
- ❖ Personnel must be trained and know the vehicle limitations. MRAP variants can weigh up to 49,000 pounds, it has a higher center of gravity, is almost 14 feet tall and 8 or more feet wide.
- ❖ Due to the vehicles armor; use caution when opening and closing doors, ramps, and hoods.
- ❖ Due to the weight of the vehicle, crews must be prepared for longer stopping distances. This vehicle will not stop on a dime.
- ❖ Seatbelts and restraints are mandatory and cargo must be secured, this is an ongoing issue regardless of the vehicle type.
- ❖ Practice escape and rescue procedures through primary and alternate exits during the day and at night under total darkness. It will take 4-6 men to open the doors when the vehicle is on its side. While in operation, never put locks on door exteriors.
- ❖ Train on the HEAT rollover trainers (6 in MND-B O/E) to prepare for rollover emergencies.
- ❖ Use Composite Risk Management – Continuously.

It is through good leadership, awareness and implementation of valid and briefed controls, and following standards can we prevent another accident and the possibility of another death.

Resources:

Operators Manual (TM 9-2355-106-10) lists many warning and cautions, they must be followed.
Normal Bridge Data – Portal/Special Staff/ENG/Assured Mobility, does not include canal crossovers.
Safety Material – Portal/Special Staff/Safety, is a good starting point.
HEAT Trainer Locations – Portal/G3/Training.